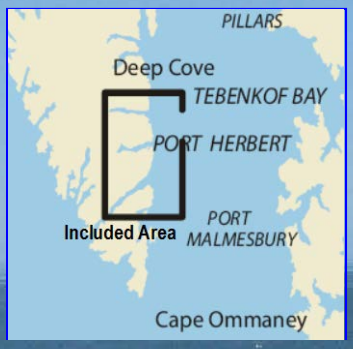
BookletChart™

Ports Herbert, Walter, Lucy and Armstrong

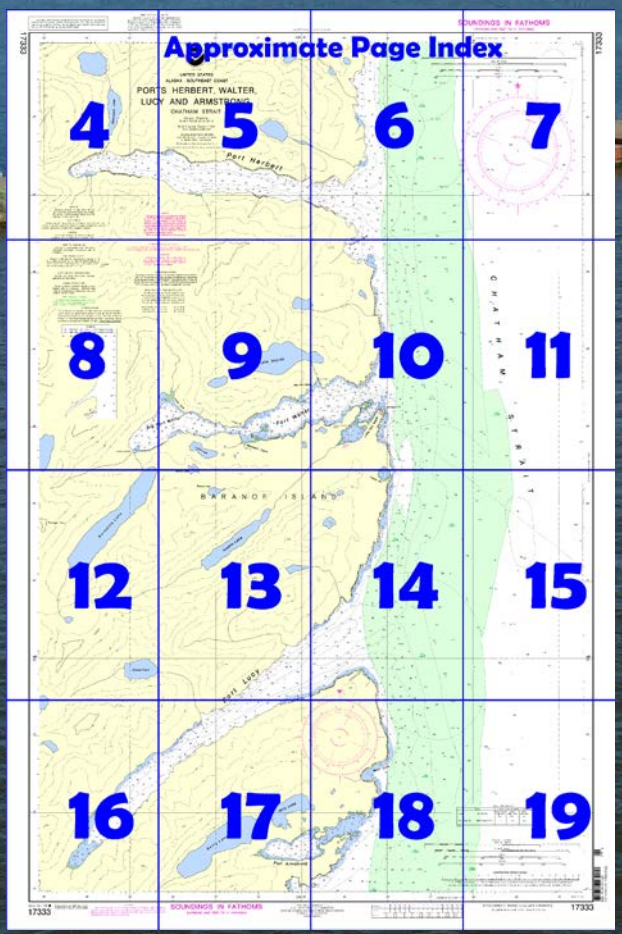
NOAA Chart 17333

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

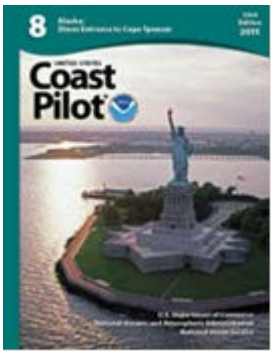
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17333.

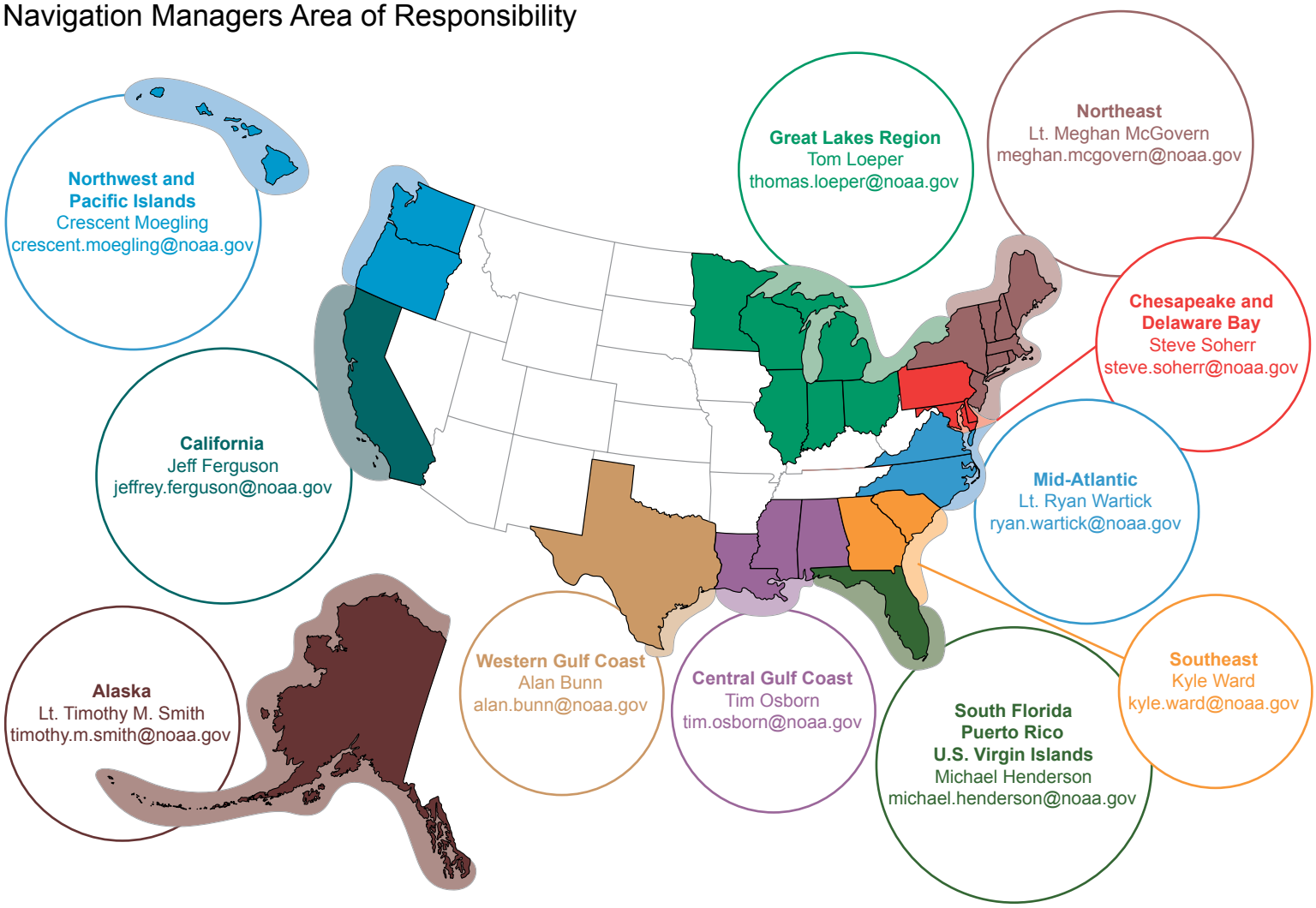


(Selected Excerpts from Coast Pilot)
Port Lucy has its entrance on the W shore about 10.5 miles N of Cape Ommaney. The anchorage for large vessels is near the head, abreast a deep gulch on the NW side, in about 20 fathoms. Small vessels can go farther in and anchor in about 10 fathoms. From the head of the port low land extends through to the W side of Baranof Island at Puffin Bay, and winds from those quarters may draw through in consequence, but without any sea. The port is easy of access and apparently has no dangers.
Toledo Harbor is a small, horseshoe-shaped bay with depths of 3¼ to 8 fathoms, mud bottom, which is 12.7 miles N of Cape Ommaney and about 0.9 mile S of Port Walter Light. It is used considerably by small local fishing craft. It has an entrance about 75 yards wide with a midchannel depth of 5 fathoms. The NE part of the harbor is shoal.
Port Walter has its entrance about 14 miles N of Cape Ommaney and 9 miles S of Patterson Point. **Port Walter Light** (56°23'15"N., 134°38'11"W.), 20 feet above the water and shown from a skeleton tower with a red and white diamond-shaped daymark, is on the S point at the entrance. Near the head of Port Walter, a little S of midchannel, is a wooded islet. A high-water rocky islet, from which a reef extends in a N direction into the channel, is 50 yards N of the wooded islet. Anchorage in 11 to 14 fathoms, sandy bottom, can be had between the islet and the N shore.
Little Port Walter, W of the S entrance point, consists of an inner and outer harbor with a narrow connecting channel. A flat, grass-covered rock and two wooded islets are on the W side of the entrance. The National Marine Fisheries Service Laboratory on the NW side of the port 0.5 mile SW of Port Walter Light is prominent at the entrance to the port. This building and another nearby dwelling appear as one large white building. A small bridge that crosses the stream at the head of the port is also prominent.
The narrow channel, connecting the inner and outer harbors, has a width of about 30 yards with a depth of 3¼ fathoms and is subject to shoaling. Vessels should enter the port between half and high tide only and preferably on a rising tide. They should pass along the SE side of the channel and make a slow turn to enter the inner harbor. Too sharp a turn may throw the stern into shoal water.
Good protected anchorage for small craft can be had in the inner harbor in 6 to 8 fathoms, mud bottom. The current in the entrance to the outer harbor is estimated to be 1 knot. SW winds draw down the creek at the head of the inner harbor, but no other winds are felt. A 47-foot warehouse dock is near the tip of the small point about 300 yards SW of the narrow connecting channel. A 90-foot float with an incubation pen at its outer end extends SW from a small point about 100 yards NE of the previously mentioned point.
Radiotelephone communication is maintained with other parts of Alaska and with other States.
New Port Walter is at the head of a small cove on the N side and about 0.8 mile from the entrance to Port Walter. A stream, with a flat at its entrance, is at the head of the cove. A rock, bare at extreme tide, is close to the E entrance point to the cove. A rock, bare at high water, is off the W point of the cove, with a reef that extends part way from the shore.
Big Port Walter, a basin with depths 22 to 55 fathoms, is entered through a narrow passage 0.4 mile long leading from the anchorage W of the wooded islet. The passage is almost straight, with a depth of 34 fathoms in midchannel at its narrowest part. The maximum current in the entrance is estimated to be 2 knots. A large stream enters in the N part, and two streams empty in the SW part of the bay. One of the latter is a cascade from a lake about 800 feet high. The shores are steep-to, and there are apparently no dangers. The basin is too deep for good anchorage and freezes in winter. With an accumulation of snow, the ice becomes 8 to 10 feet thick during severe winters and lasts almost until spring.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

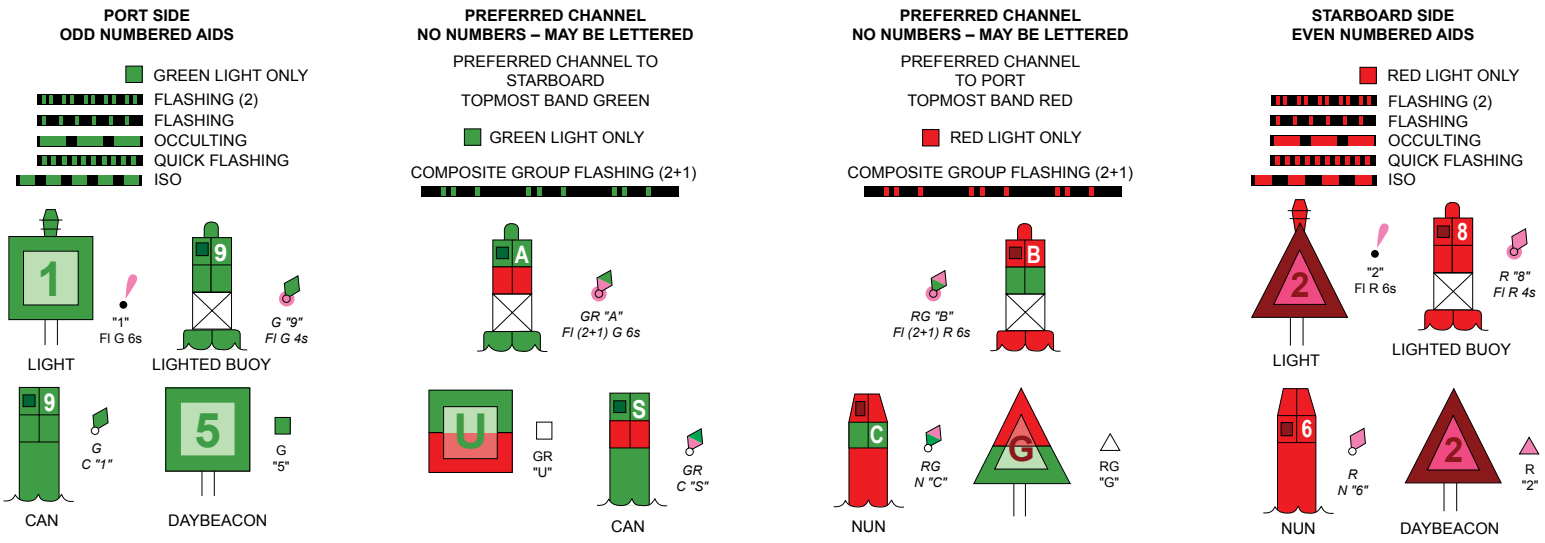


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

17333

46' 45' 44' 43' 42'

27' 26' 25'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

PORTS HERBERT, WALTE
LUCY AND ARMSTRONG

CHATHAM STRAIT

Mercator Projection
Scale 1:20,000 at Lat 56°23'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov

Nakvassin Lake

Port

Battery (abandoned)

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 0 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

COLREGS, 80 1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to North American Datum of 1927 must be corrected an average of southward and 6.330" westward to agree with this chart.

Joins page 8

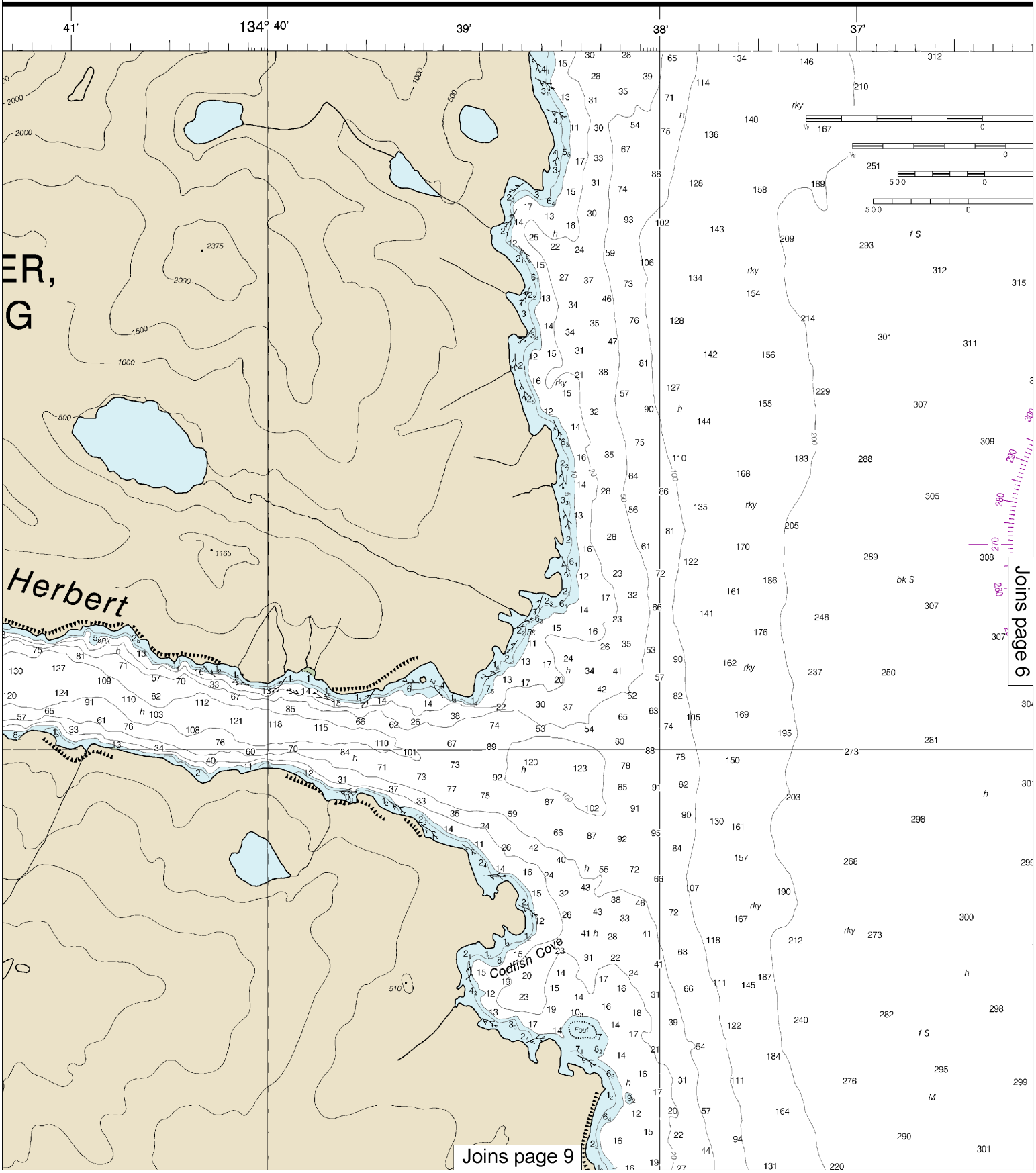
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

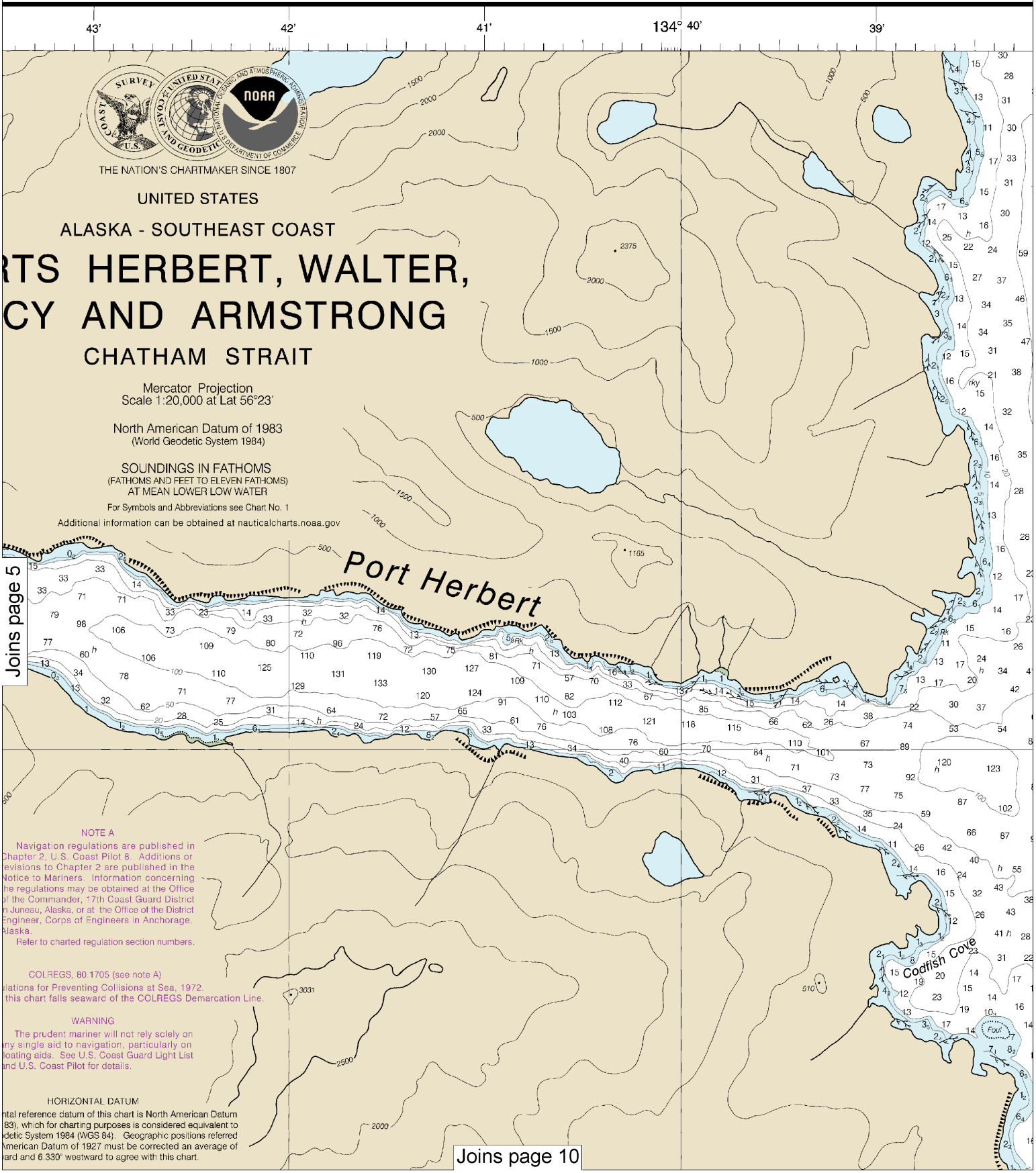
Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Formerly C&GS 8263, 1st Ed., Mar 1927 Kapp 2664



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8263, 1st Ed., Mar 1927 Kapp 2664



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

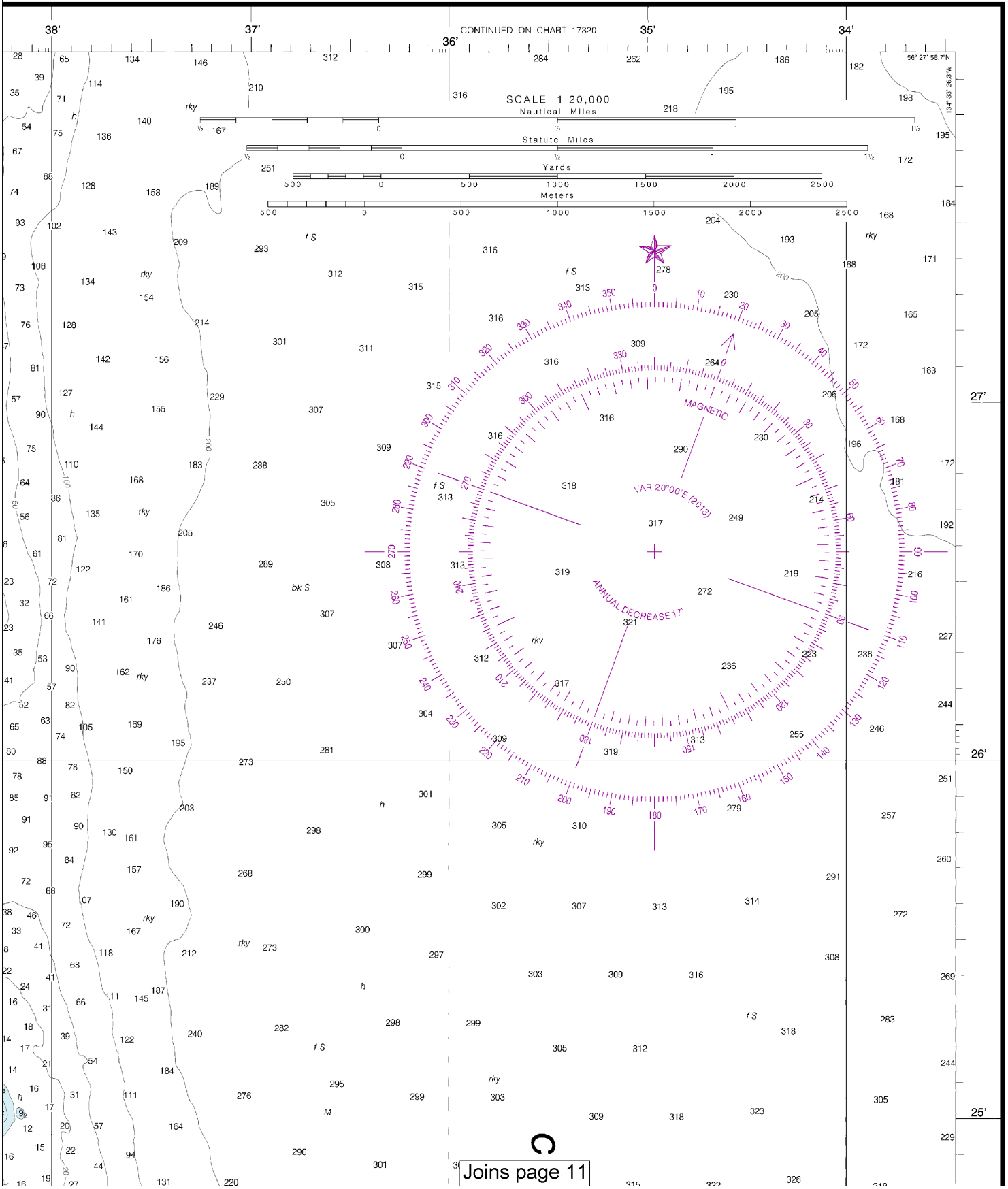
Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

17333



Joins page 4

Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 0 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

COLREGS, 80 1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.327" southward and 6.330" westward to agree with this chart.

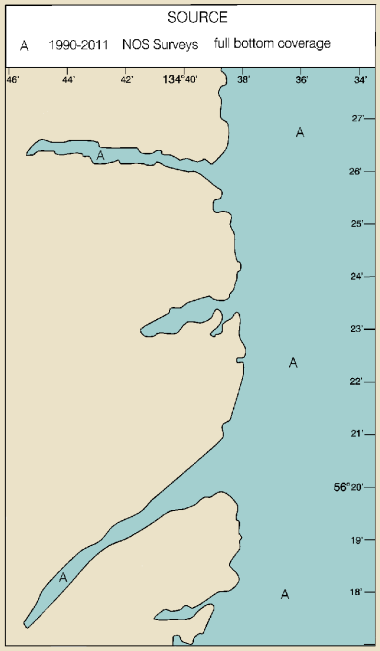
NOAA WEATHER RADIO BROADCASTS

The National Weather Service stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-69	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



Lovers Cove
Big Port Walter
Inner Pt
Saltery (abandoned)
Piles (Pil)
Ludvik Lake
Island Lake
Round Lake
B A R A N

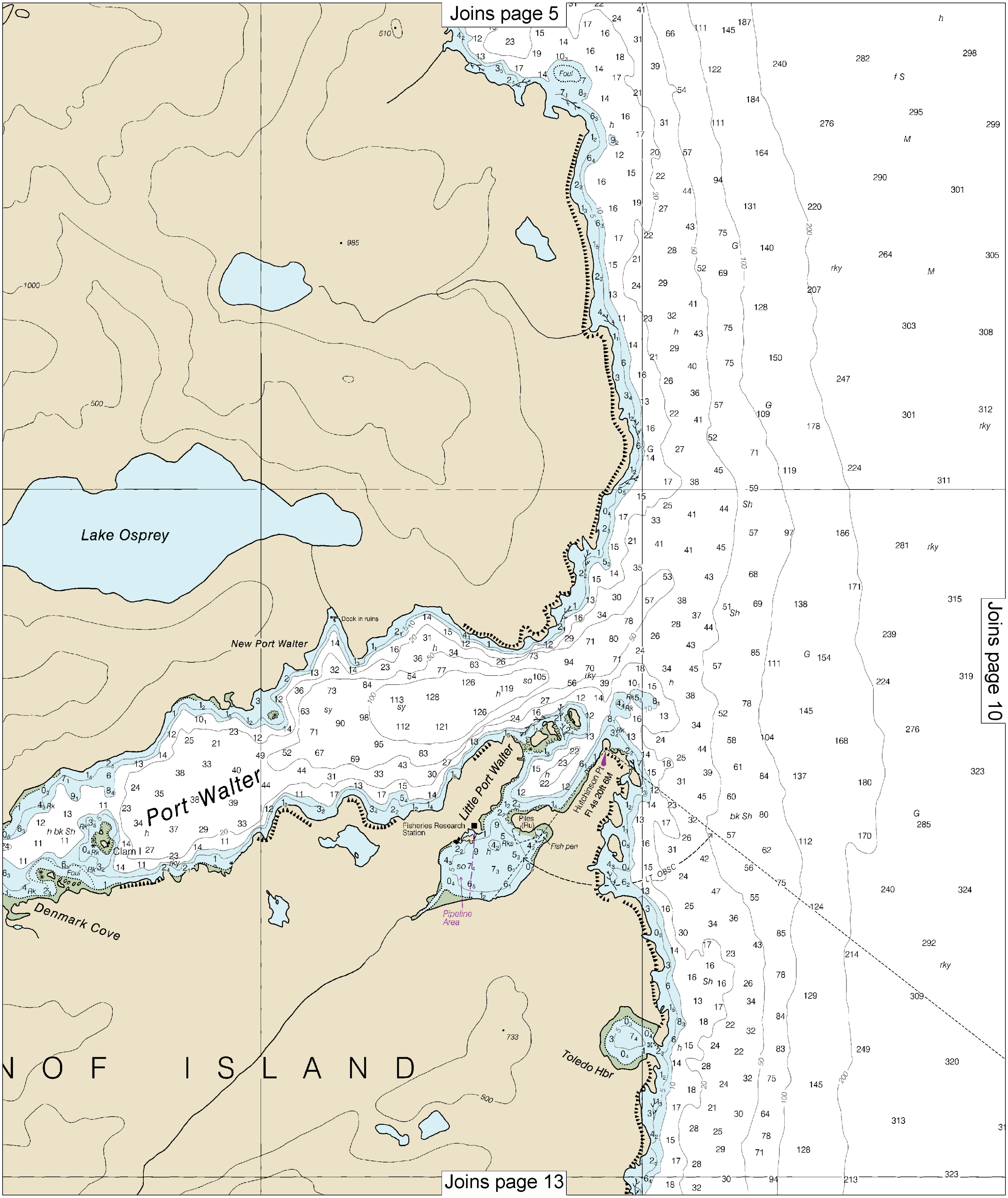
Joins page 12

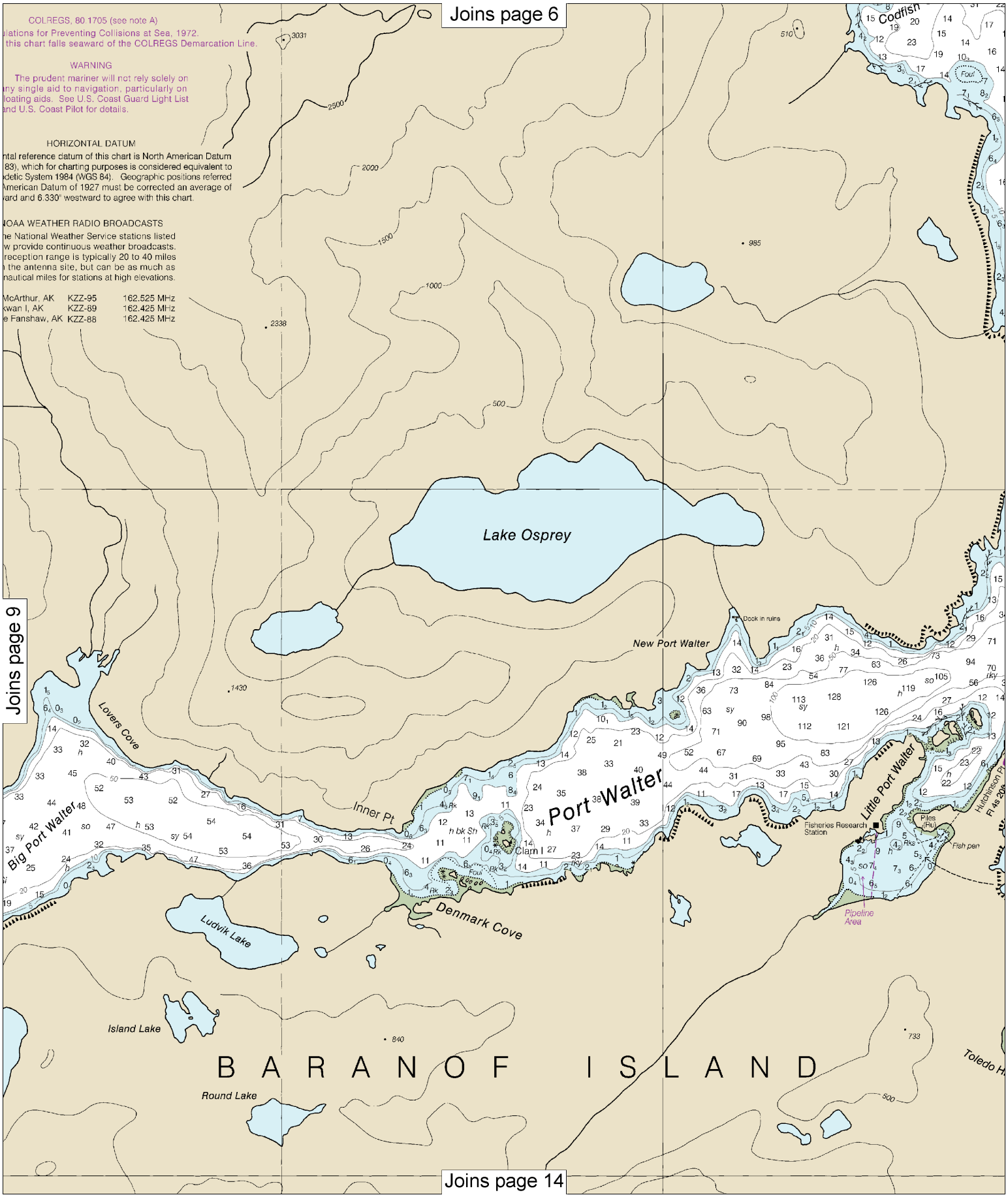
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 5
Joins page 10
Joins page 13
Lake Osprey
New Port Walter
Dock in ruins
Port Walter
Little Port Walter
Fisheries Research Station
Piles (Ru)
Fish pen
Pipeline Area
Hutchinson Pt
Fl 4s 20ft 6M
LT OBSC
Clam I
Denmark Cove
Toledo Hbr
N O F   I S L A N D



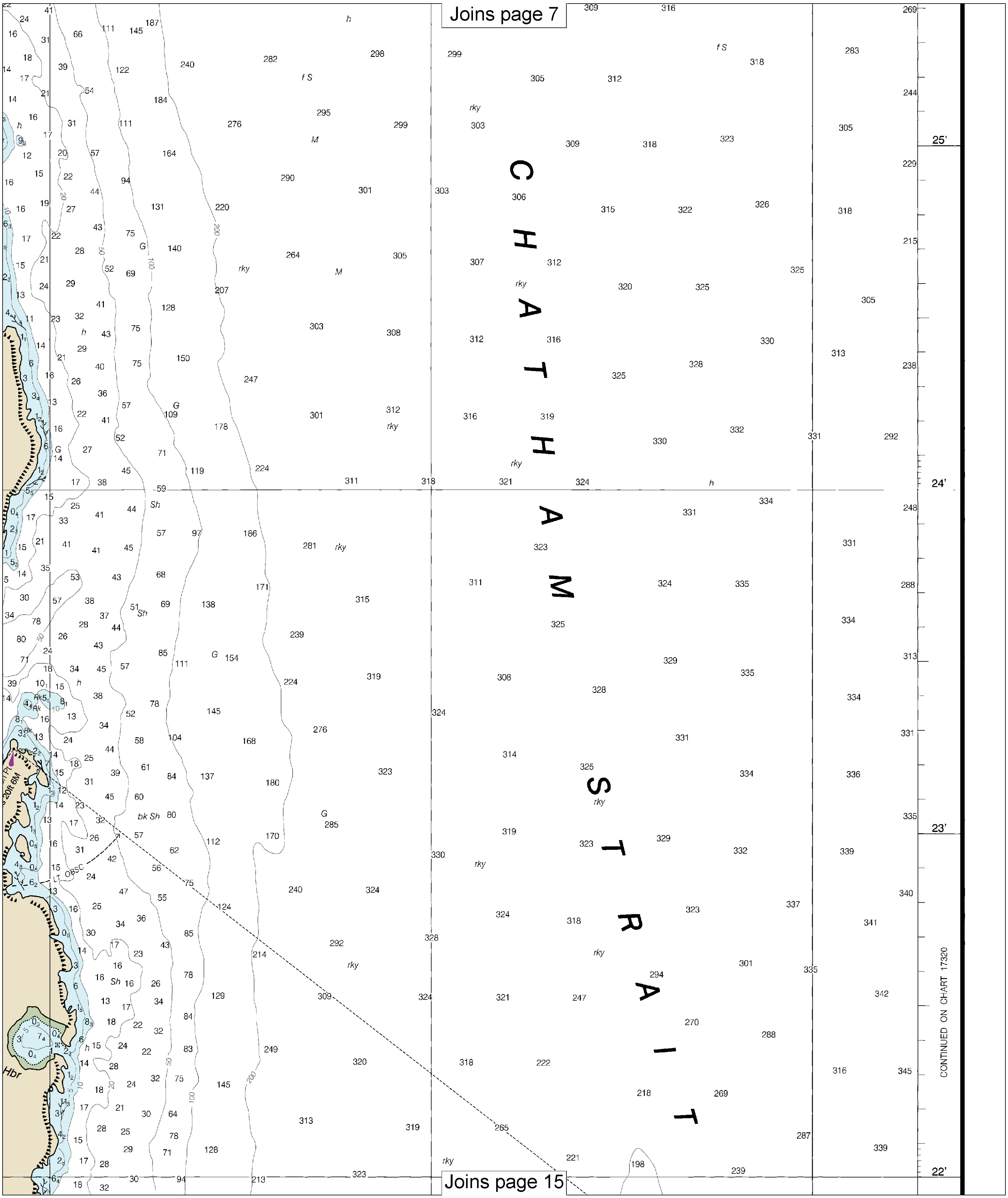
10

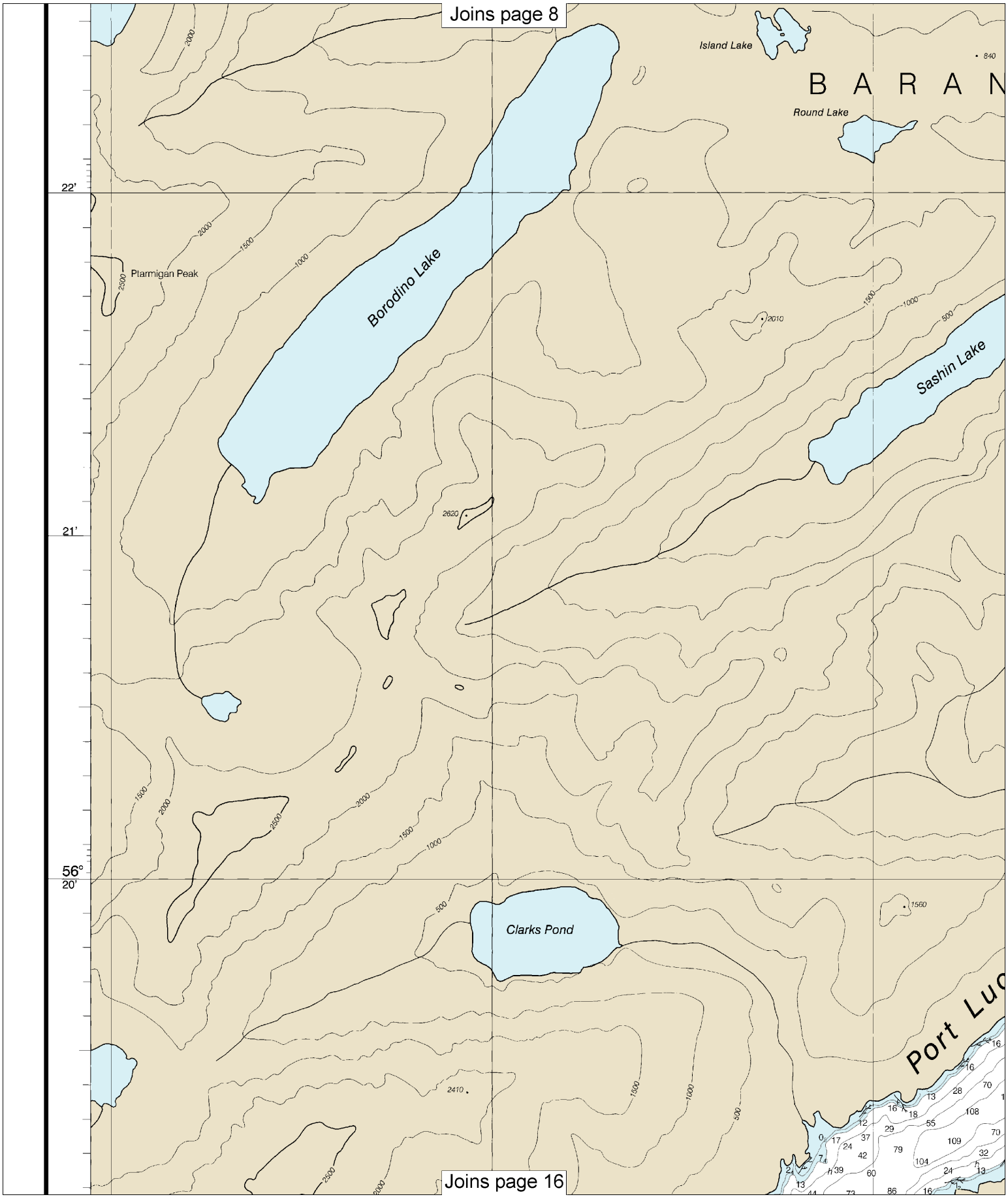
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 7
CHATHAM STRAIT
25'
24'
23'
22'
CONTINUED ON CHART 17320
LT OBSC
Hbr
Joins page 15



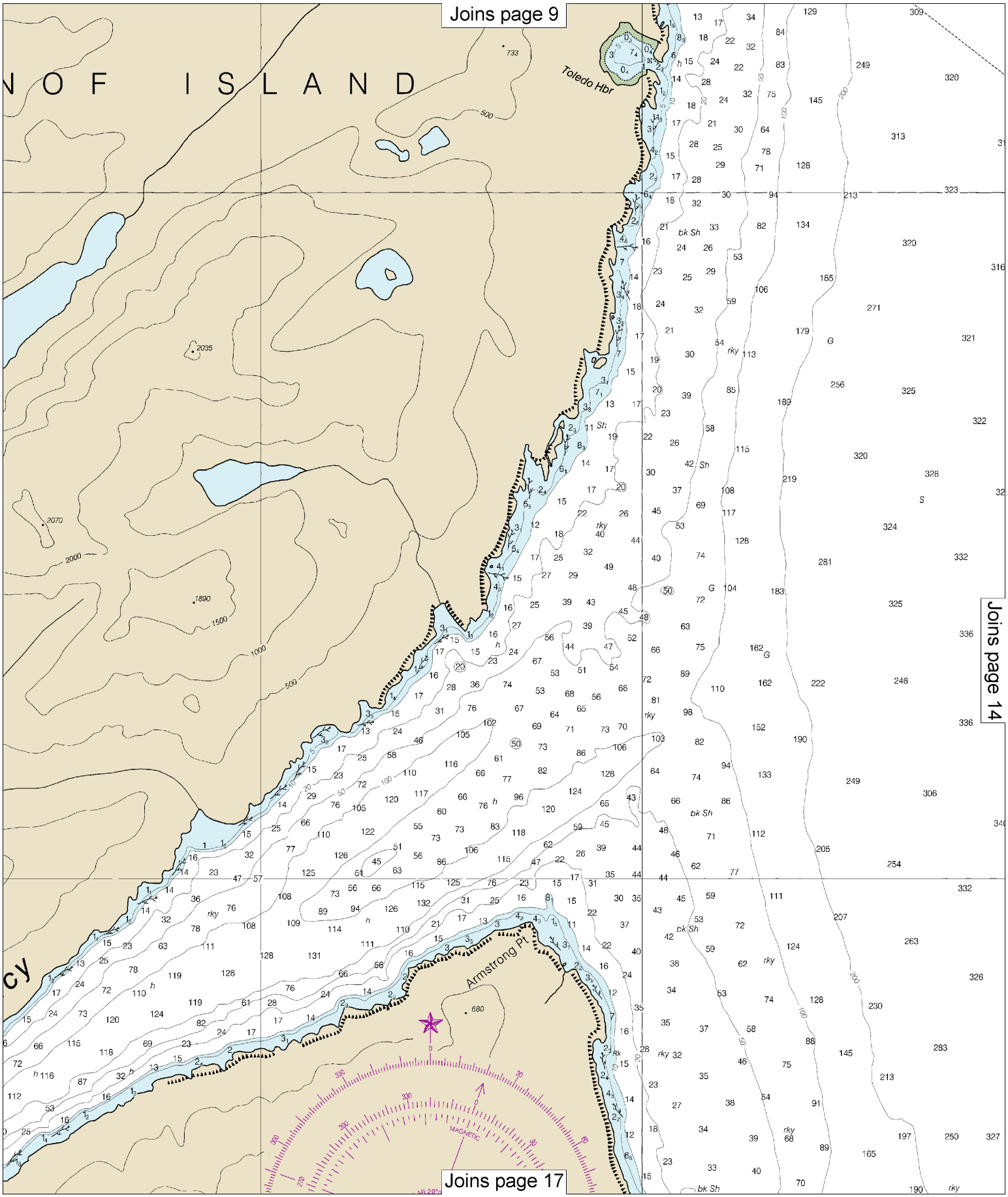
12

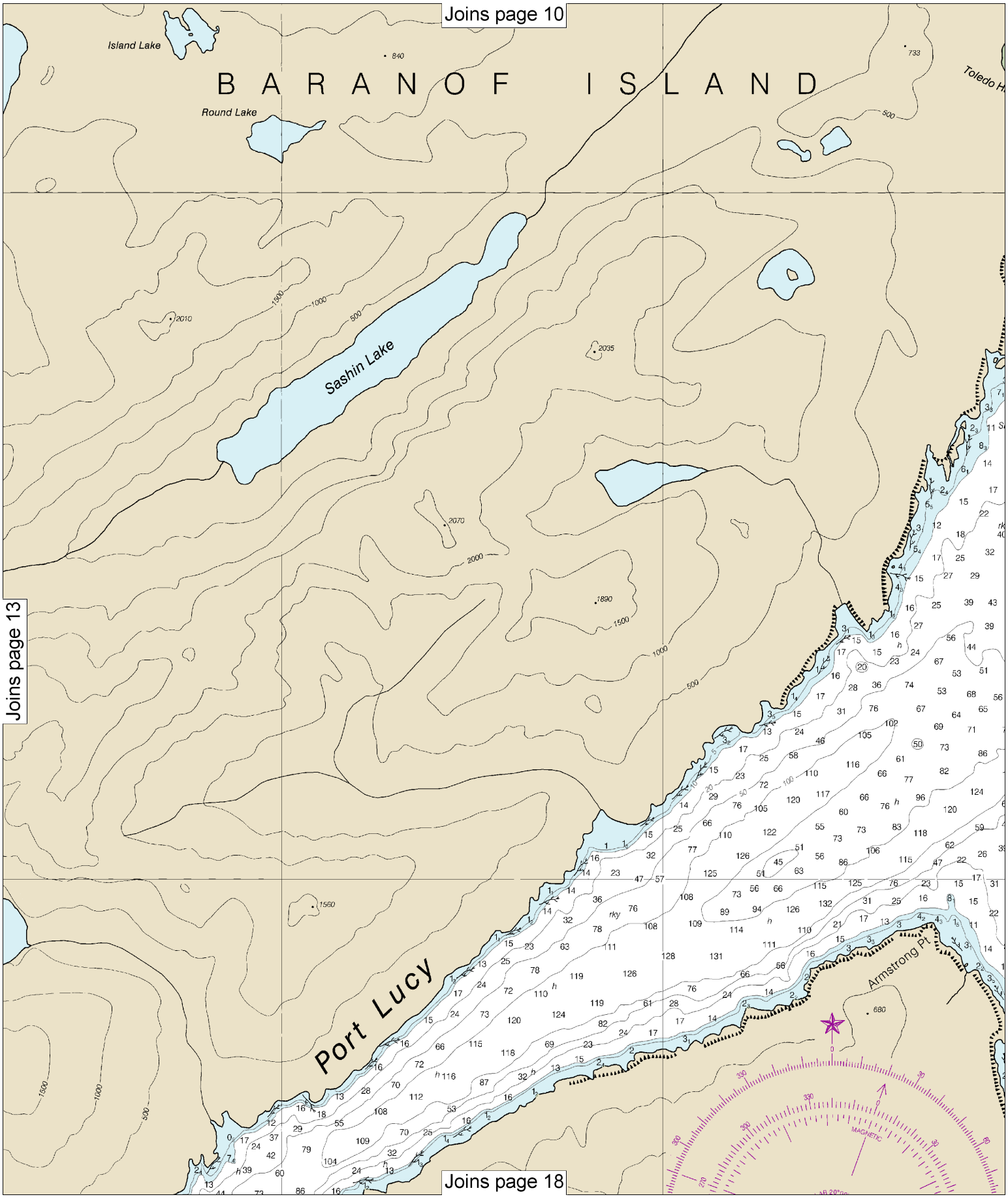
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 9
N O F I S L A N D
Toledo Hbr
Armstrong Pt
Joins page 14
Joins page 17



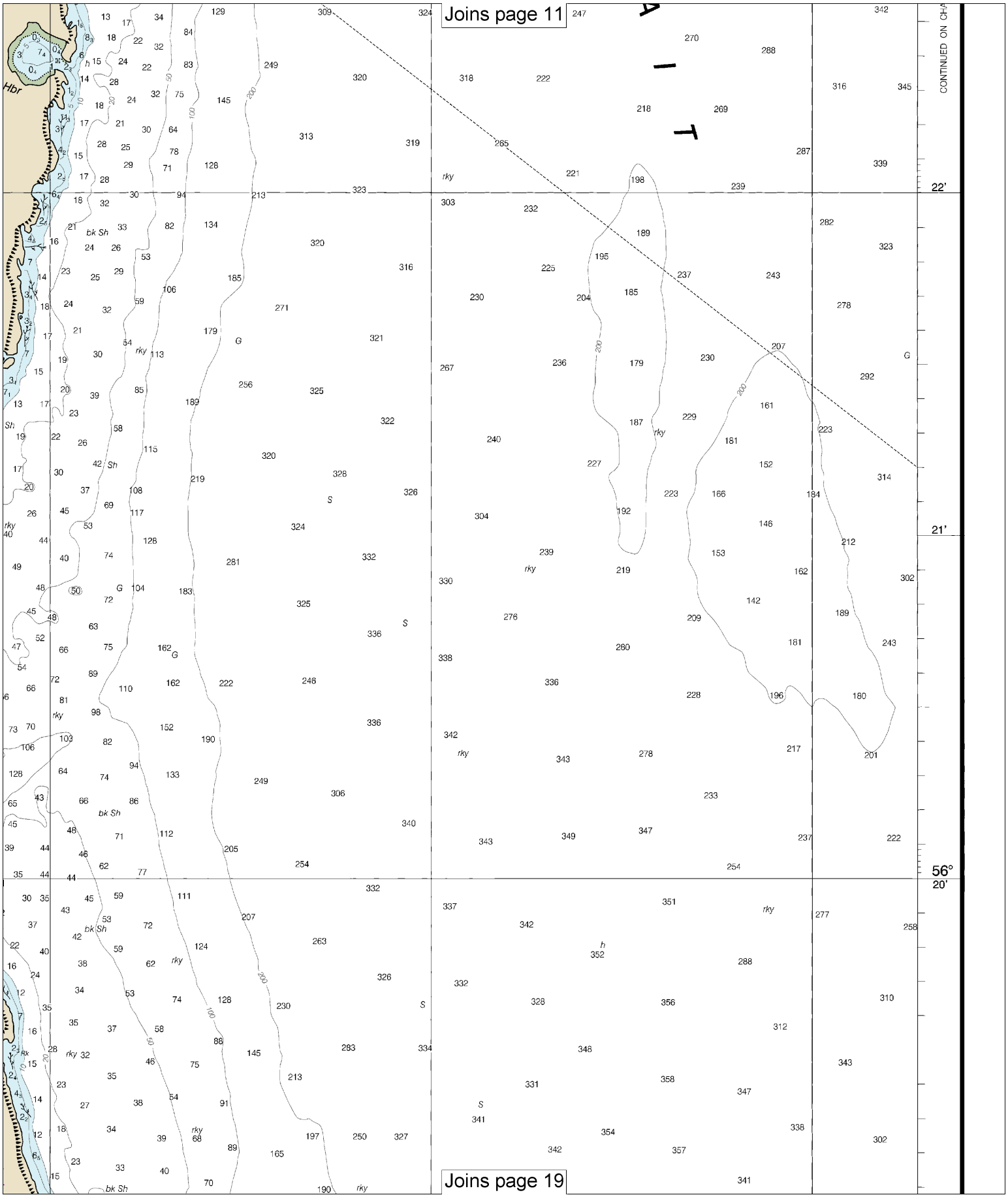
14

Note: Chart grid lines are aligned with true north.

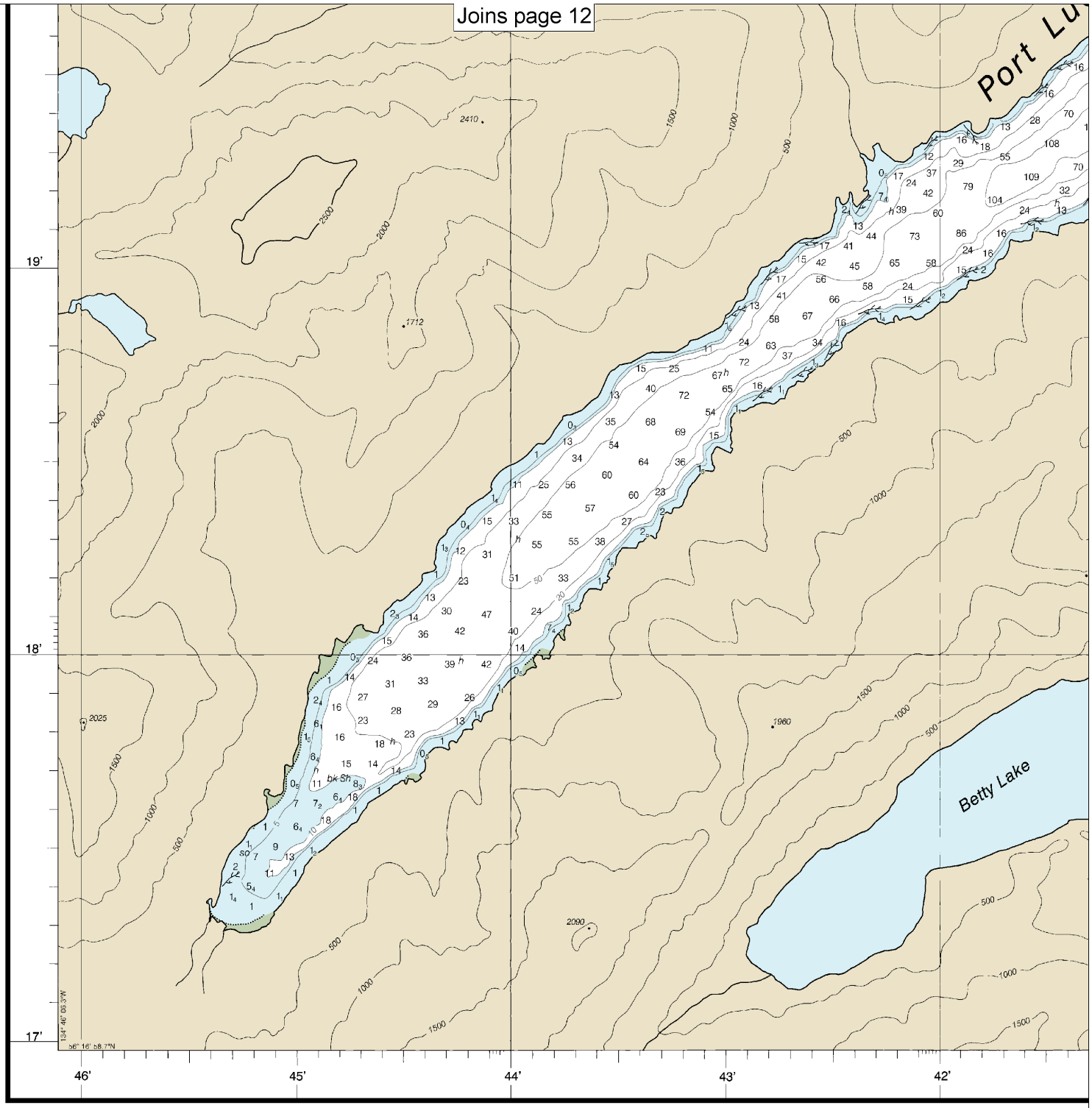
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 11
CONTINUED ON CHA
22'
21'
56°
20'
Joins page 19
Hbr
bk Sh
rky
Sh
Rk

Joins page 12



10th Ed., Mar. 2013

17333

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FA

(FATHOMS AND FEET TO 11 FAT

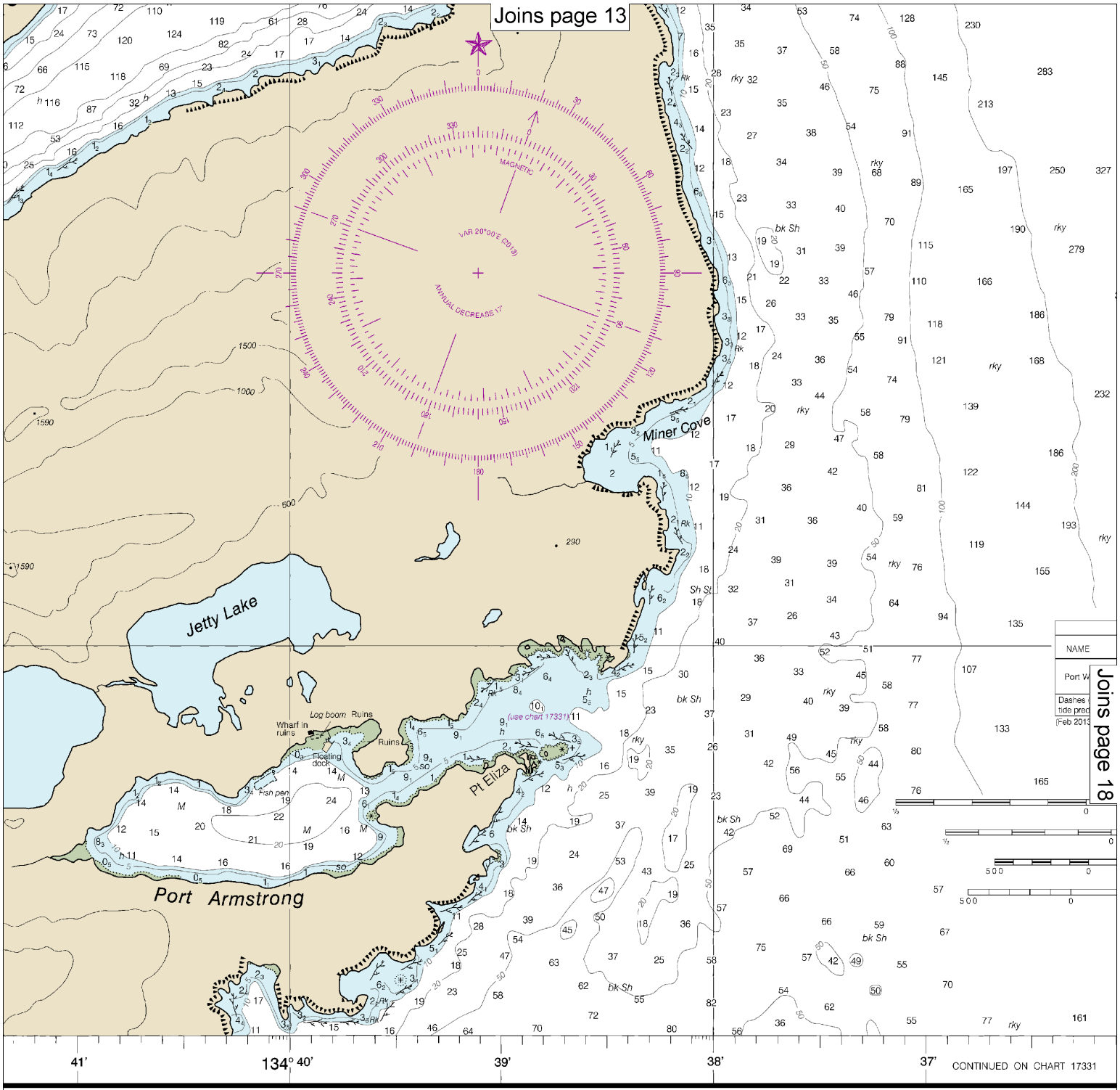
Last Correction: 4/15/2013. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

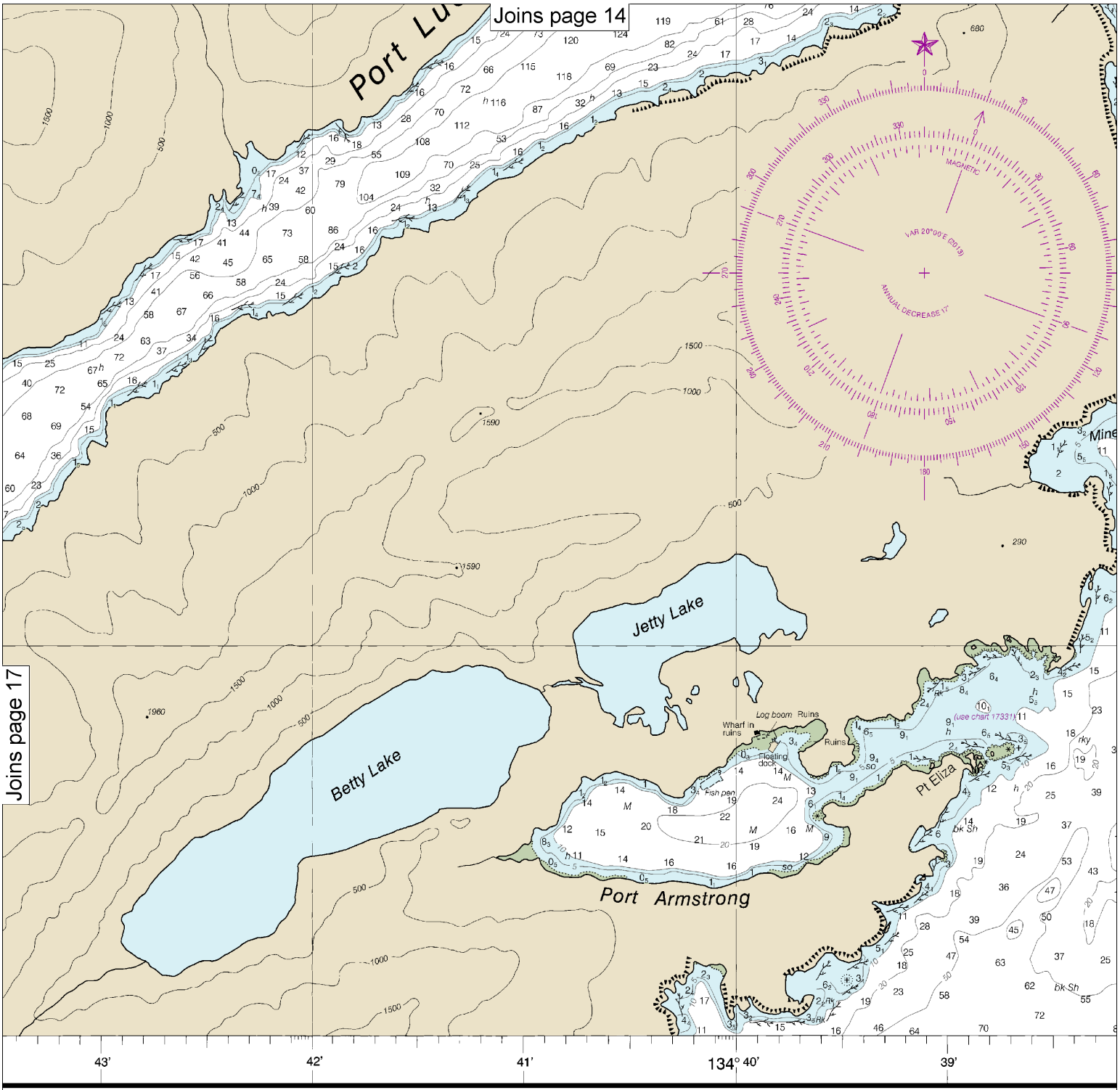


ATHOMS
(THOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

Ports



al Geospatial-Intelligence
rict to the dates shown in
tes shown in the lower left

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1 2
FEET	6 12
METERS	1 2 3 4

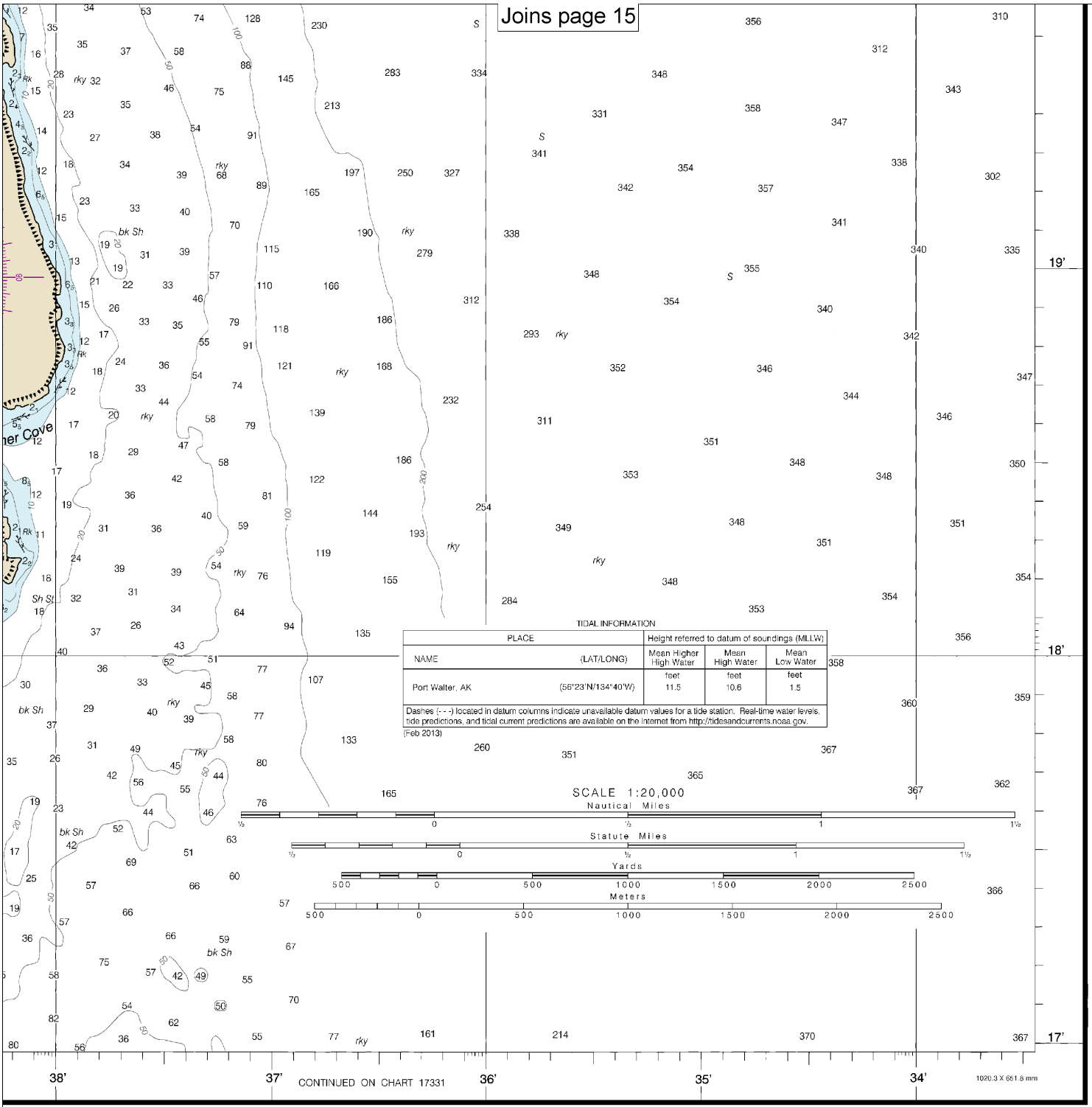
28/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



Ports Herbert, Walter, Lucy and Armstrong

SOUNDINGS IN FATHOMS - SCALE 1:20,000

17333

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker